

BRADY ON CORBETT

HE WRITES AN ENTERTAINING LETTER FROM LONDON.

Reception of the Champion—His Traits According to One Who Knows Him Well. The Profits of Boxing and the Cost of Training—Corbett's Ambition.

[Special Correspondence.]
LONDON, May 8.—The reception of Corbett in this city, both in private and at the Drury Lane theater, has been far more cordial and enthusiastic than I had any reason to hope for or expect when we first arrived. And it has all been honestly earned and merited, for Corbett's quiet and gentlemanly ways are sure to receive the approval of intelligent people everywhere. I have only had direct dealings with three pugilists—Corbett, Dempsey and Meyer—and the word of each was literally as good as his bond. This and the absence of bombast and ruffianism, if any-



thing, will place pugilism, the art of self defense, among the legitimate sports of the day. As far back as 1879, when but 15 years old, I was interested in sports of all kinds, but they did not then cut much of a figure, being reported by the minor class of reporters except in the case of horse racing. I always took an interest in the events and even as a boy saw all of the amateur athletic tournaments, six day walks, horse races and boxing bouts. Sullivan I saw in every four round go he contested in at Madison Square Garden and other places and always had an excellent "line" on him. I backed Mitchell to fight a draw with him at Chantilly in 1888 and backed Sullivan against Kilrain at Richmond in July, 1889. My prediction was that when the clever man came forward who could box, was strong, quick on his feet, and, last, but not least, was intelligent, Sullivan, the mighty, would go down before him.

In the eyes of some people I may know nothing, others may think I know a great deal. My experience has been confined to Corbett, and as I satisfy him I don't lose any slumber over what his contemporaries think. At least a dozen times when Corbett was training for Charles Mitchell I was strongly advised by Corbett's friends to drop the Englishman and take on Jackson, but always held that a victory over the Briton would be worth ten times as much to us as over any other man, no matter how good he might be. I think this has since been fully proved.

Compliments for Corbett.
There was never a pluckier fighter, a braver boxer or a more intelligent ring general in fight history than Corbett. He does not fancy he already knows it all, but is guided by the advice of his friends, and no one who was ever connected with him can say that he ever did them a wrong. He has treated them too well, if anything, even the men who have gone out of their way to vilify him in the public prints.

I first met Corbett when he was 19 years old, at which time he was a clerk in the Nevada bank in San Francisco. I got my first "line" on him when I saw him another Jack Burke in eight rounds. After this I drifted into theatrical business, and when in February, 1890, Corbett fought Kilrain at New Orleans I wired him an offer to tour with one of my companies at a large salary. To this he paid no attention, although I at the same time offered to match him against any man in the world. After he fought the draw with Jackson I again telegraphed him, and finally, about June, 1892, he contracted with me for one year. That was the beginning of my relations with him. When Sullivan issued that famous challenge to the world, I accepted it for Corbett.

Praise for Mitchell.
Charles Mitchell being England's only recognized boxer, Corbett was also anxious for a good line, and when "Clayton" issued his challenge to the winner of the Corbett-Sullivan fight we determined to take him on next. The features and difficulties of the matchmaking are well remembered. Mitchell, like a clever man, always wanted the best of it, but I think even he himself will admit that he never got it. He is certainly a clever matchmaker and as comical a mortal out of the ring as ever lived.

To my mind the best club in this country has ever known was the Olympic club of New Orleans. The members were as straight as a string. Every man knew his place, and they never interfered with one another. Nothing could have had better management than the Corbett-Sullivan fight and the other events which this splendid organization pulled off during its several years' existence. But while the president of Louisiana retains his seat it is unlikely that there will be any more boxing at New Orleans. Boxing to a finish in Indiana, Michigan, Washington or some of the other places where clubs are now offering heavy purses for the Corbett-Jackson fight is entirely out of the question. It seems to be agreed on all sides that this great event will come off in England before the National Sporting club, but if it does that body will have to amend its rules so as to allow the contest to go to a finish, as the San Francisco will not fight Jackson or any one else a limited round engagement.

Now, despite these latter statements, I am free to assert my belief that if the proper men and methods were used, boxing to a finish could not be stopped at Madison Square Garden or anywhere else in the United States, should it be desired to bring the matter to an issue. The late decision at Jacksonville exemplifies this. Boxing is legal there until the next session of the legislature in 1905.

Cost of Training.
Boxing isn't what most people fancy it

is. The present decade of fighters look just like anybody else. They dress the same, act the same, are the same. They are not brutal in any sense of the word. This kind of sport may injure those who don't know how to go about it—it doubtless does—but it has yet to be proved that a scientific sparrer has been hurt in the ring.

Regarding the remuneration trainers and seconds receive, the amounts vary. Corbett pays Delaney a big salary, and he is worth it. He got about \$5,000 for training Jim for the Mitchell and Jackson mills. Donaldson received nearly \$4,000 for the two fights. The others were well paid, and places have since been made for them with our theatrical troupe, so they have every incentive to work for their chief's interests. The total training expenses for the Corbett party in the late contest were approximately \$5,000 outside of the sums Delaney and Donaldson were paid.

It is true Corbett trains differently from any other fighter. He uses his own ideas to a great extent, but has only one scheme in his head throughout, and that is how to win the coming event. He is easily trained because he does not drink for one thing and because he takes an interest in his work for another. We made almost the sum of the training expenses by giving exhibitions previous to Jan. 25.

The Training Expenses.
Under my management Corbett made over \$150,000 as a star in the year following Sullivan's overthrow. Despite the hard times, I expect this year will dwarf that by a considerable sum. Fighting without his theatrical perquisites would not be a profitable occupation, notwithstanding the large purses which have been hung up for the more important events. I claim today that Corbett, who is ambitious as an actor, has as much right on the stage as any one else.

I never make a move in a fighting way that I do not consult Corbett, and his judgment is always excellent. I am of the opinion that as a pugilist James J. Corbett, in the condition he was in when he fought Mitchell, can whip Peter Jackson Monday, Ed Smith Tuesday and Robert Fitzsimmons Wednesday without any undue effort, and time will demonstrate that what I say is true. When Corbett is defeated, he will be a man whom we do not know of now, and he will use an improvement over Corbett's methods.

In conclusion, let me say that inside of the next year I believe that boxing will experience a great revival. It is becoming more popular every day. The fact that Corbett and Mitchell drew more money at Madison Square Garden than all the other benefits for the poor together proves this, perhaps. But there must be no repetition of the Hall-Fitzsimmons fight. The present decline in fight matters is due chiefly to that contest.

Wm. Brady

STYLES IN CARRIAGES.

New Patterns in Pleasure Vehicles for This Season.

[Special Correspondence.]
BOSTON, May 14.—This is the time when users of pleasure carriages are considering what they shall add to their stock in the way of something new for summer driving, and it requires careful consideration, for the use of pleasure carriages is as rigidly controlled by the dictates of fashion as dress, and the reasons are as marked.

As in all of fashion's realm, something new is necessary, and those who keep pace with the fashionable world buy the latest styles in pleasure carriages that every season are brought out by the leading makers. A look through the representative carriage manufacturers shows that there is considerable change in the standard lines as well as an unusually fine line of novelties in traps, etc., for this summer's use.

In traps are found the distinctly new styles, for this class admits of more new designs than the standard types of broughams, victorias and similar styles. The newest line, however, original in effect, so long as they do not outrage good taste, take the popular fancy.

Within the past few years there has been a strong rivalry among the manufacturers of these vehicles to attain greater perfection in the decorative seat arrangements, and the devices have been innumerable for the easy changing of these traps from four to two passenger, and vice versa. Perfection has been so far reached that now a child may change the positions of the seats by the simplest and easiest of movements.



THE NEWPORT.

The two seat traps still hold popularity, and the ingenious arrangements for converting them into one seat jobs without having them look clumsy and out of proportion has much to do with sustaining the demand for these very convenient and always smart looking carriages. The bodies will be suspended higher than formerly, and what in trade parlance is termed cut unders will be the favorites, as these are hung on end or platform springs and are very convenient to turn around in city streets, the bodies being able to turn under the body by means of the cut under wheels.

In fancy traps the variety in paint and trimming is almost as great as it is in design, but the natural wood seems to be less in favor this year than it was last, when indeed it was not "the thing." In some instances where the expensive woods are used—as, for instance, mahogany—they are still finished in natural colors, but the general demand has been for paint finishes in favor of the more conservative and lasting effects being produced. I do not mean to say that the effects are at all flashy or out of taste, for the carriage painter is too well schooled in art and the tastes of the public to make such a mistake as that, but a finish may be startling and still in good taste simply because it is something new.

The trimmings are in a variety of colors to harmonize, materials being bedford cords, cordings, colored leathers and fancy imported cloths. The absence of much plain wood is noticeable.

The tendency is toward something new in phaetons and cabriolets. The effort is to make the panels deeper and the carriage more roomy without giving it the appearance of being larger or heavier. The unbroken sweep of the side panels that has characterized this class of work heretofore has been most agreeably changed and a much more graceful effect accomplished by breaking the long sweep within curves.

The trimming has not been changed a great deal, but some very pretty effects in the darker blues are seen. Green is not so commonly used, the shades of blue and maroon having superseded it.

In the painting also there have been some changes, but these styles admit but slight digression from the standard colors, and the poets shades of deep blues and colors to match the trimming are the principal changes.

G. P. SMITH.

He—A fellow called me a donkey to my face yesterday.

She—I should like to marry a man like that.

He—Why?

She—Because he has the courage of his convictions.—Detroit Free Press.

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